Baramati to Lonand via Phaltan (approximate length-54.164 kms.) has been recently completed by Central Railway.

(c) The survey report is under examination. Further action will be considered after examination of the survey report.

Capacity of Nileshwar Goods Shed

1834. SHRI N. E. BALARAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Southern Railway Palghat Division has increased the placement capacity of Nileshwar Goods Shed of F.C.I. to accommodate a full rake of 55 wagons from the present 35 wagons.

(b) if so, the details and reasons therefor; and

(c) whether it is a fact that the porters of the Nileshwar Goods Shed of F.C.I. have opposed this decision and they have represented against this decision?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA): (a) and (b) Yes, Sir. The capacity has been increased from 35 to 55 wagons to handle increased traffic.

(c) Labour Society engaged by F.C.I. has filed a case in High Court of Kerala against handling of additional wagons and the matter is sub-judice.

Proposal for setting up of new Division In Western Railways

1835. SHRI VITHALBHAI M. PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) how many proposals for opening new Division in Western Railways have been received by Government so far;

(b) how many of them have been accepted;

(c) what are the criteria adopted in acceptance of these proposals;

(d) the reasons for not opening a new Railway Division at Ahmedabad/ Gandhinagar; and

(e) whether Central Government accepts in principle the request of Government of Gujarat for opening a new Railway Division at Ahmedabad or Gandhinagar?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) Government have received suggestions/proposals for the opening of new Divisions at Ahmedabad/ Gandhinagar and Surat on Western Railway.

(b) to (e) New Railway Divisions are set-up taking into consideration the size, workload, growth and pattern of traffic and other operational and administrative requirements of the Railways consistent with the needs of economy and efficiency. Prevailing financial constraints have, for the present, precluded the possibility of going in for any new Division on the Railways.

पुरुषोत्तम-एक्सप्रेस रेलगाड़ी द्वारा बोकारो स्टील सिटी और टाटानगर को जोड़ना

1836. श्री गया सिंह: क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) दिल्ली और पुरी के मध्य चलने वाली "पुरुषोत्तम एक्सप्रेस" द्वारा बोकारो स्टील सिटी तथा टाटानगर को जोड़ने में क्या कठिनाइयां हैं;

(ख) क्या उक्त ट्रेन को तीन दिन वर्तमान रूट से और तीन दिन प्रस्तावित बनारस बोकारो-टाटानगर रूट से चलाने का कोई प्रस्ताव सरकार के विचाराधीन है;

(ग) यदि हां, तो प्रस्तावित परिवर्तन के कब तक प्रवृत्त होने की संभावना है; और

(घ) यदि उपरोक्त भाग (ख) का उत्तर "नहीं" है तो उसके क्या कारण हैं?

रेल मंत्रालय में राज्य मंत्री (श्री के॰ सी॰ लेंका): (क) पुरुषोत्तम एक्सप्रेस एक सुपरफास्ट गाड़ी है और भुवनेश्वर और दिल्ली के बीच तीव्र गाड़ी सेवा सुलभ करती है। इस गाड़ी को बोकारो स्टील सिटी के